New board elected for The Tech

By Duane Fry
Special to The Tech

The Board of Directors of The Tech, in a most unusual flurry of activity, elected David M. Fennothman '74 Chairman of the Board of Volume 93 of The Tech. The election, which took place in the Board's smoke-filled offices, was the first activity of this type in the Volume 92 Board, which promptly lapsed back into somnolence.

Paul E. Schlachter '74 was elected Editor-in-Chief for the new year. He ran unopposed, winning narrowly on the 17th ballot. When asked what he planned to do with the magazine during the present practice, Schlachter answered, "I just try to be a little less competitive."

Jack A. VanWormer '75 was elected Business Manager, edging Stephen C. Shapoury in a hotly contested election. Storm Kaufman '75 was elected Managing Editor to take the place of Charlie Sandler, who did not seek re-election.

Carol M. McGuire '75 was re-elected, and John J. Hanel '75 and James R. Miller '76, both former News Editors, ran unopposed. Hanel was asked if there were any reason why he should not be elected, but he was unable to supply any. Neal C. Vitale '75 was re-elected Arts Editor, running unopposed. Also unopposed was Norman D. Sandler '75, who was appointed to the position. Though technically disqualified by not being a Tech editor, Sandler was elected by a landslide in a suspension of the rules allowed him to qualify by being present in spirit.

Rogers H. Goldstein '74 and David H. Green '75 were elected Photography Editors. Greens added, "Everything in my responsibility," of which Sandra G. Yule '74 was re-elected and Fred H. Hitchcock '75 elected Sports Editors.

David S. Granola '74 was re-elected Advertising Manager, running unopposed. Timothy Kipper '72 was re-elected Contributing Editor in recognition of his past exploits.

Sen, a barely elected outgoing Editor-in-Chief Lee Giltinan, attempted to solve the five-hour-long meeting. Outgoing Chairman Bob Eikmayer announced that The Tech would not pay for drugstore cleaning of the costs of the Board members involved.

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DNC chooses Strauss to succeed Westwood

(Continued from page 1)

Party's reform charter commission before a new chair was appointed, specifying that Strauss be elected before the commission was appointed and ratified by the DNC, he would attempt to stop the appointment of Westwood's people.

As nominations opened from the floor, Mitchell, Strauss, and former Vice President Hubert Humphrey were all nominated for the race for the chairmanship, along with New York's Joseph Crangle was not nominated, as many people had expected.

Mitchell was nominated by Iowa Senator Harold E. Hughes, who only two hours before had delivered a powerful, hard-hitting speech denouncing all those members of the Committee who supported Rep. Thomas Foley's (D-Wash.) resolution to vacate the chair. During that address, Hughes stated that the motion to vacate, as an "act of division," can not heal this Party.

In the vote for the new chair, Mitchell captured 75 votes, while Manatt received only 25.

CAE plans elimination of youth, family fares

(Continued from page 1)

Undoubtedly, noted the CAB, require higher normal fares. Youth fares are not nearly the bargain they once were. At the time of their inception, a youth could fly standby for only 50 percent of the normal fare. Airlines subsequently raised the rate to 67 percent, and then instituted the confirmed reservation system in hopes of encouraging travel. The CAB conclusion is that this program has not been successful.

Airlines have run into much criticism over the past few years. Experts in the travel business contend that the fares are inflated, especially in the light of a majority of the flights running less than two-thirds full. Airlines profit on all flights that are more than 40 percent full, and flying the rest of the passengers is largely profitable. It seems that fares could be reduced overall -- as well as retaining the specials -- to reach a greater traffic load with affording profits detrimental.

One of the biggest financial losses in recent years, airlines have also had to fight rate wars with the leisure groups. The most recent result has been the institution of scheduled "charter" flights, which compete with those of the independent agents and are permitted by the CAB only because they are technically "charter" carriers. A charter is customarily defined as a group of 20 or more, travelling together, booking part or all of a plane. Usually this must be done far in advance, without the convenience of regular departures. Independent agents have circumvented this regulation by forming groups of people who wish to fly to the same destination at about the same time and calling it a charter group. The scheduled airlines have now entered this game.

Other special rates were not mentioned by the CAB in its announcement and will likely be continued. This includes night coach.

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